

CHAPTER 5  
FLIGHT PROCEDURES AND RULES

5-1. GENERAL

The following flight procedures and rules will help enhance the safe and efficient conduct of aircraft operations at Fort Benning and its satellite training areas.

5-2. PREFLIGHT

Before beginning a flight at Fort Benning and its satellite training areas, the aircrew must conduct preflight requirements IAW appropriate U.S. DoD service, department, or civil regulations, directives, and procedures with the following additional requirements.

a. Flight weather planning. The aircrew must consult their current regulations, directives, and procedures for flight weather planning requirements with the following additional requirements.

(1) A DD Form 175-1 is required for Army stopover flight plans and flights beyond 50 nm of KLSF.

(2) A local area weather brief will not suffice if a DD Form 175-1 is clearly a more effective means of disseminating forecast intermittent weather conditions.

b. VFR ceiling and visibility requirements for designated Assault Landing Strips (Dekkar strip, Fryar field, and Lae field), see Table 5-1 Assault Landing Strips.

5-3. Special VFR (SVFR).

a. The special VFR minima outlined in this section is provided for the recovery of helicopters into KLSF when the Class D or E airspace is in effect. Aircrews shall take prudent pre-flight planning measures and precautions during operations in less than marginal VFR weather in the R3002 SUA.

(1) A helicopter may be operated clear of clouds in the KLSF Class D or E and R3002 airspace, if operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstruction in time to avoid a collision.

(2) For the purpose of this section, an aircraft operating below the base altitude of the KLSF Class E airspace area is considered to be within the airspace directly above that area.

b. Army helicopters conducting VFR operations within the lateral boundaries of R3002 may use the minima in Table 5-2, as long as restricted area 3002 is in effect.

5-4. Flight plan. File flight plans IAW appropriate DOD Flight Information Publication (FLIP) or civil regulations, directives, and procedures. Flight plans filed through the KLSF air traffic control facility or airfield base operations will have the following additional requirements.

a. Filed no later than 30 minutes prior to the estimated time of departure (ETD).

b. DOD aircrews with flights that originate from KLSF must file their flight plans through the KLSF Base Operations facility in person or by FAX. To verify receipt of flight plans filed by FAX, a telephone call to the KLSF Base Operations is required.

c. DOD aircrews filing VFR flight plans that originate from and terminate at KLSF and will remain wholly within the Columbus Class C and E airspace, Lawson Class D and E airspace, R3002 and Benning MOA, and Fort Benning military reservation may file a "LOCAL FLIGHT PLAN" using a DD Form 175 with the following additional items.

(1) In the ROUTE OF FLIGHT block enter the word LOCAL. If entry into R3002 is required, include (R3002) with a simple description of the route of flight (see example in Appendix B, Fig. 5-1).

(2) In the ETE block enter the total time from departure to termination of the flight at KLSF.

(3) In the REMARKS block enter, in plain language, any special operations that will be conducted (i.e. Airborne Ops, SPIES, FRIES, HELOCAST, Rangers in Action Demo, Hoist Ops, NVD Ops, etc.) and or ground time at a specified location. For High Altitude/Freefall Parachute Operations include the drop zone location (grid coordinates, if applicable), the drop altitude, and the time on target (TOT) (see example in Appendix B, Fig. 5-2).

(4) DOD aircrews on a STOP OVER flight plan, IAW DOD FLIP, General Planning (GP), will ensure that a flight plan is on file or has been forwarded to the KLSF military base operations.

(5) DOD aircrews conducting maintenance test flights may file flight plans by air-to-ground communications using the KLSF ground/tower or KLSF PTD/Base Operations frequency but, must comply with the following requirements.

(a) The maintenance test flight originates from and terminates at KLSF, without any stop over.

(b) The maintenance test flight is conducted wholly within the lateral boundaries of the designated Fort Benning Maintenance Test Flight Area (MTFA) (see Appendix C).

(c) The aircrew can maintain positive two-way radio communications with the designated ATC and KLSF Base Operations for the duration of the filed flight plan.

(d) If 5-4c(5)(c) above cannot be maintained, the aircrew must return to KLSF or until positive two-way radio communications is re-established with the designated ATC and KLSF Base Operations.

(6) Filed flight plans on aircraft that have not departed at ETD plus two hours shall be cancelled unless an amended or adjusted ETD is forwarded to KLSF Base Operations. **This does not apply to filed flight plans to accomplish MEDEVAC missions.**

(7) Aircraft departing KLSF, on a VFR flight plan, with intent to enter the Columbus Class C airspace should add (CSG CLASS C) in the REMARKS block of the appropriate flight plan form. This will facilitate KLSF air traffic coordination with Atlanta Departure Control (Columbus Class C).

d. Equipment requirements. Minimum equipment required for flight will be IAW current DOD service or department regulations, directives, and procedures with the following additional requirements.

(1) Aircraft must be equipped to be able to establish positive two-way radio communication with RANGE CONTROL, KLSF Tower, or KLSF Base operations during all flight operations in R3002.

(2) The Flight/Air Mission Commander (AMC) or Pilot-in-Command (PC) will ensure a Fort Benning Military Installation Map, with current Flight Hazards and VFR route(s) clearly marked for reference, is available and on board the aircraft.

(3) A copy of this SOP is on board the aircraft for reference.

#### 5-5. DEPARTURE PROCEDURES

a. VFR Traffic Pattern altitudes shall be IAW Table 5-3, KLSF Traffic Pattern Altitudes.

b. Helicopter special VFR departures must comply, as a minimum, with the weather minima in Table 5-2 or --

c. Unless a lower minimum is briefed by the AVN Unit briefing officer, pilots will not depart in less than VFR conditions if the predominant weather at the briefed primary and alternate IIMC recovery airfield or airport published weather planning minimum for the approach procedure to be flown at ETA through one hour after ETA is less than Table 5-2. When there are intermittent weather conditions, predominant weather will apply. The PC shall obtain weather information using DD form 175-1 (Flight Weather Briefing) from a military weather facility when conducting aviation operations in less than VFR conditions.

d. Except for adverse weather and emergencies, aircraft departing KLSF for R3002 using the VFR designated routes shall maintain an altitude no higher than 800 feet MSL to CP Sand Hill, CP Harmony Church, or CP River Bend.

e. During the first contact to RANGE CONTROL, the pilot shall provide the following information for Range Control log entry. Pilots will exercise due patience with RANGE CONTROL personnel during radio communications due to

numerous radio traffic that normally occurs in the Range Control Radio Room. RANGE CONTROL will not berate or chastise pilots over the radio during any communication traffic. Professionalism is the key to maintaining good communication discipline.

(1) **Flight plan Call-sign** (i.e. Army 12345, RAVEN 06, MEDEVAC 22)

(2) **Number and Type Aircraft** (i.e. two H-60, one H-1, four H-64)

(3) **VFR Route and CP (when applicable)** (i.e. Orange Route at CP Sand Hill, Green Route, Red Route)

(4) **Tail Number** (i.e. full numbers or last three digits)

(5) **Total number of personnel on board** (i.e. 11 POB)

(6) **Destination** (i.e. give the named location; LZ Cemetery, Training area L5, Arkman Drop Zone)

*Sample call: RANGE CONTROL, Army 12345, two H-1 helicopters, Orange Route, CP Sand Hill, tail numbers 902 and 901, six personnel on board each aircraft, en route to Camp Darby, over*

f. Aircraft departing KLSF for R3002 on Orange route should over-fly the water treatment plant (16S FA 93478 83764) to reduce the noise intrusion during funeral or other services held at the Fort Benning Post Cemetery (16S FA 93002 84305) between sunrise and sunset.

g. Aircraft departing KLSF for R3002, with intent to fly GREEN route, will check local NOTAMS for restricted times of use due to ceremonies being conducted at fields located along Green route between KLSF and CP Harmony Church.

h. Except for adverse weather and emergency situations, between the hours of official sunset and official sunrise aided aircraft departing KLSF for R3002 on Orange route will maintain an altitude no higher than 600 feet MSL to CP Sand Hill.

i. As early as possible, aircraft departing KLSF for Dekkar strip, Fryar field, or Lae field will obtain clearance from KLSF tower anytime airborne operations are being conducted at Fryar or Lae field. Except for emergencies, airborne operations have priority over other operations at Dekkar strip, Fryar or Lae field.

j. Aircraft departing any HLZ in R3002 should contact RANGE CONTROL and maintain listening watch on the R3002 air-to-air frequency. Multi-ship operations must designate an aircraft to monitor the R3002 air-to-air frequency.

k. Sling load operations are prohibited on GREEN ROUTE from KLSF to CP Harmony Church.

l. Aircraft conducting sling load operations shall make every effort to avoid built-up areas during any flight with sling load attached.

m. Except for MEDEVAC missions to the La Pointe Helipad (MACH), aircraft flight within the Main

Post cantonment area requires coordination through KLSF Base Operations prior to departure. Performance of a scheduled mission is not an exemption from this requirement. See Appendix B, Table 2-2 for a list of designated Main Post helicopter landing areas.

n. Day VFR Army helicopters departing KLSF for CP River Bend may request use of the "River Bend Helicopter Transition" when airborne operations are in effect at Fryar, Lae, or Dekkar (see Appendix L). Use of the "River Bend Helicopter Transition" requires clearance from KLSF Tower. Use of this procedure at night is prohibited. Except for emergencies and adverse weather conditions, aircrews will adhere to the following requirements when using this procedure.

(1) Establish and maintain positive two-way radio communications with KLSF Tower

(2) Maintain airspeed commensurate with terrain flight.

(3) Maintain an altitude no higher than 200 feet above the highest obstacle during the transition.

(4) Remain on the north or south bank of the river; rules of the road apply during transition.

(5) Avoid all current no-fly areas vicinity of the route.

o. IFR. Departures under Instrument Flight Rules will be in accordance with AR 95-1 and DoD Flight Instrument Procedures (FLIP).

5-6. EN ROUTE. Aircrews will consult their current DOD service or department regulations, directives, and procedures for en route requirements with the following additional requirements.

a. Except for adverse weather and emergency situations, aircrews shall comply with the altitude and VFR route requirements, while operating in R3002 and the Fort Benning Military reservation.

b. Aircrews will acquaint themselves with Fort Benning range and airspace information prior to the conduct of flight operations at Fort Benning. Aircrews should obtain range and airspace updates from RANGE CONTROL to maintain situational awareness in the restricted area or Fort Benning Military reservation.

c. Aircraft on the VFR routes must avoid over-flying posted no-fly areas, ranges, impact areas, and populated areas. The following is the preferred stand-off distance and en route procedure to maintain range area avoidance and noise abatement along the VFR routes.

(1) Orange route. Remain approximately 500 meters south of the route between Hedleys Pond (16S GA 0292 9825) and CP Baker.

(2) Green route. UAVs operate on an intermittent schedule from the McKenna Airstrip and

MOUT area, contact RANGE CONTROL for current status and avoid by at least 1000 meters. Except for adverse weather and emergency situations, maintain at least 1000 feet MSL between CP Harmony Church and abeam the jump towers (16S FA 9095 8179) for noise abatement.

(3) Purple route. Remain east of the road that geographically defines the route.

(4) Brown route. Remain north of the road between CP Twin Towers and HLZ Cemetery then remain south of the road between HLZ Cemetery and CP Cactus.

(5) Red route. Except for adverse weather and emergency situations, maintain 1000 feet MSL between CP Darby and CP Emu.

d. Aircrews will maintain radio listening watch on RANGE CONTROL and/or designated air-to-air frequency for other traffic in R3002 or the Fort Benning Reservation.

e. Aircrews operating under NVD or NVS in R3002 shall announce their position when encountering other aircraft operating within a reasonable safe distance from their immediate area.

*Example-*

*Aircraft is on the ground in LEDO 1: Renegade 22 Goggle is one kilometer to the west on GREEN ROUTE en route to CP DARBY.*

*Aircraft south bound on RED ROUTE from CP Cactus: DUSTOFF 11 on the ground at LZ ORION, departure in five minute.*

5-7. ARRIVAL PROCEDURES. Rotary wing Special VFR flights must comply, as a minimum, with the weather requirements in Table 5-2. Other aircraft must consult their current regulations, directives, and procedures.

a. IAW DOD FLIP AP/1: "VFR traffic inbound from the south, contact Lawson (KLSF) Tower at Paper Mill smoke stack (mandatory), 9.5 NM, 1880 from airfield, N32° 10.36' W085° 01.35' for aircraft tactical combat spacing." Aircrews should be aware that due to the proximity of the Columbus Class C airspace to KLSF, pilots should report their position at the EUFAULA VFR waypoint (ATLANTA Sectional Aeronautical Chart) when arriving from the south.

b. Aircraft arriving from the north and transitioning through the Columbus Class C airspace shall contact Atlanta Approach control at the PINE MOUNTAIN VFR waypoint (ATLANTA Sectional Aeronautical Chart).

c. Aircraft arriving from the east must contact KLSF tower or advisory as soon as possible for information on traffic or operations that may be in effect in the Benning Military Operations Area (MOA).

d. Aircraft arriving from the west should contact Atlanta Approach Control or KLSF tower at MARVYN VFR waypoint (ATLANTA Sectional Aeronautical Chart).

e. Except for landings and takeoffs and unless otherwise authorized by KLSF tower or weather conditions dictate a lower altitude, aircraft inbound to KLSF using the VFR routes from CP Sand Hill, CP Harmony Church or CP River Bend shall maintain an altitude no lower than 1000 feet MSL.

f. Aircrews operating at terrain flight altitude in R3002 or the Fort Benning Reservation will contact KLSF tower or KLSF Base Operations at CP Sand Hill, CP Harmony Church, and CP River Bend when inbound to KLSF.

g. Day VFR Army helicopters arriving from CP River Bend for KLSF may request use of the "River Bend Helicopter Transition" when airborne operations are in effect at Fryar, Lae, or Dekkar (see Appendix L). Use of the "River Bend Helicopter Transition" requires clearance from KLSF Tower. Use of this procedure at night is prohibited. Except for emergencies and adverse weather conditions, aircrews will adhere to the following requirements when using this procedure.

(1) Establish and maintain positive two-way radio communications with KLSF Tower

(2) Maintain airspeed commensurate with terrain flight.

(3) Maintain an altitude no higher than 200 feet above the highest obstacle during the transition.

(4) Remain on the north or south bank of the river; rules of the road apply during transition.

(5) Avoid all current no-fly areas vicinity of the route.

5-8. IIMC Procedures. The IIMC procedure for all aircraft within R-3002 is to climb to 3300' MSL and contact Atlanta Approach on 125.5 or 323.1.